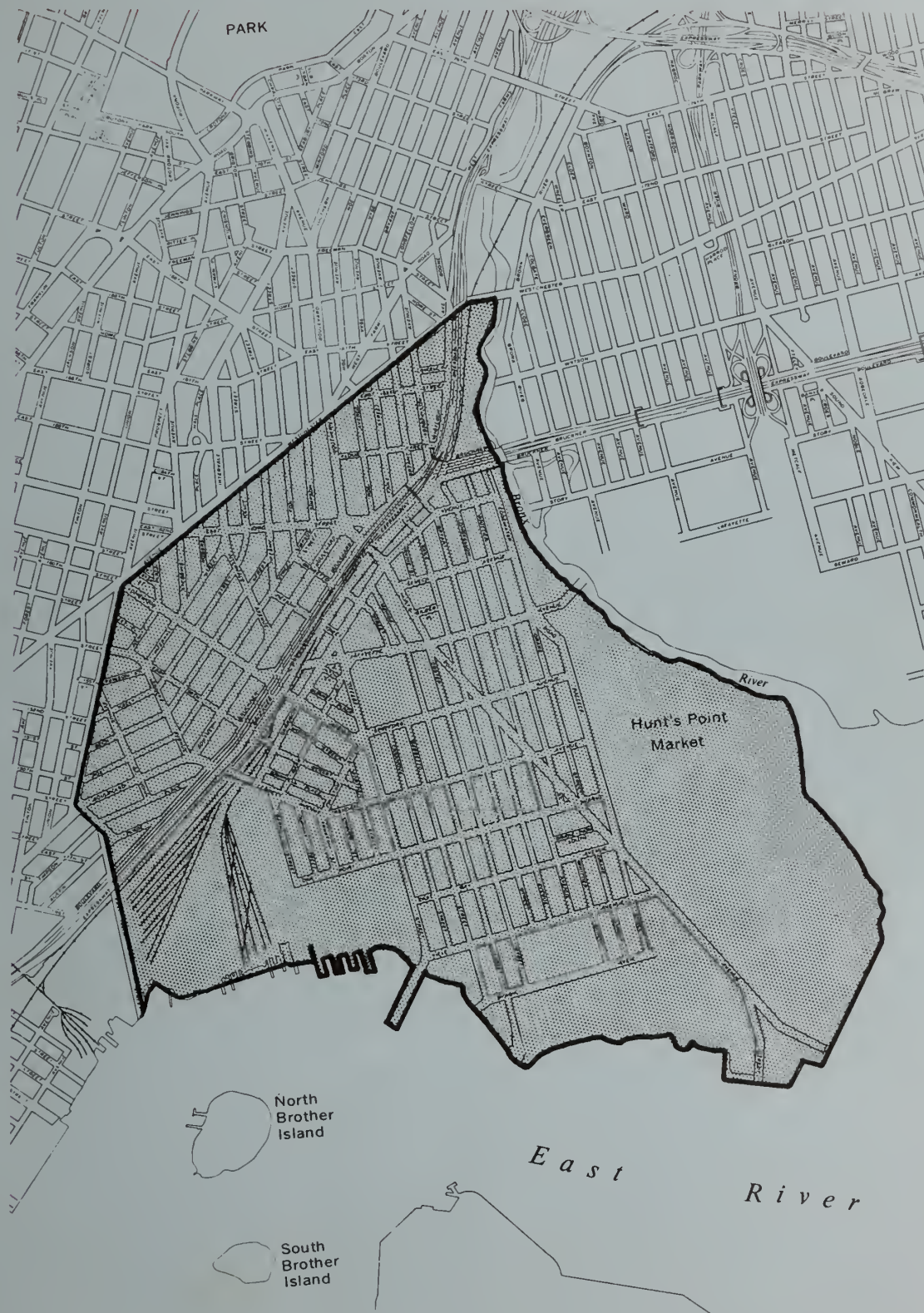




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STRENGTHENING HUNTS POINT



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Because it has been said
"Ever'thing comes t' him who waits
Except a loaned book."*

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New York Department of City Planning

June 1974

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THE SOUTH BRONX COMMUNITY PLANNING UNIT

This study was prepared by the South Bronx Community Planning Unit, a part of the Bronx Office of the Department of City Planning. The Planning Unit was established on August 1, 1973 by the Department of City Planning as an experiment in decentralized planning, with the cooperation of local community planning boards, Bronx Borough President Robert Abrams and the Model Cities Administration.

The decentralized unit was created to help the South Bronx community planning boards -- #1 (Mott Haven), #2 (Hunts Point-Longwood), and #3 (Morrisania) -- play an increasingly active role in shaping plans that would affect their future development.





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INTRODUCTION AND RECOMMENDATIONS

Bronx Community Planning District #2 includes Hunts Point, Longwood and Rikers Island. This study, which focuses on Longwood and Hunts Point, deals with the area bounded by the Bronx and East Rivers, East 149th Street, Prospect Avenue and Westchester Avenue. It will serve as the basis for future neighborhood studies within the district.

Specific items looked at were land use and zoning, building conditions, traffic, public transportation, community facilities and capital improvements. Our findings in these areas led us to recommend programs for housing rehabilitation, new housing, rezoning, and traffic circulation and transportation improvements.


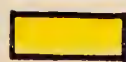



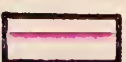
Approximately 7,000 housing units with rehabilitation potential -- including some 1,700 units in existing rehabilitation programs -- were identified within the district. Initial priority is recommended for areas that are in early stages of deterioration or have rehabilitation projects underway that should be reinforced.

An extension of the residential zoning within the Hunts Point peninsula is proposed to protect existing housing and facilitate the construction of new housing when funds become available. New traffic circulation plans are suggested that would keep commercial vehicles from the residential neighborhood

and help ease the traffic congestion on Hunts Point Avenue. Also recommended are changes and additions to the public transportation network in the peninsula to provide better and more regular service to both residential and business communities.

district characteristics



-  residential population (135 apts./acre)
-  residential population (100 apts./acre)
-  industrial area (heavily utilized)
-  industrial area (underutilized)
-  expressway plus railroad cut (400 ft wide)
-  major vehicular street (100 ft wide)

COMMUNITY PROFILE

Approximately 80,000 people live in Bronx Community Planning District #2. Although the population was predominantly white until the 1950's, it is presently estimated at 50 per cent Puerto Rican, 35 per cent black and 15 per cent white. Children under 18 years old comprise more than 40 per cent of the population.

Families living in this district earn a median income of about \$5,000 per year -- \$3,000 less than the borough-wide median and \$4,500 less than the Citywide median. Almost all of these families, which average four members, rent their housing.

The planning district is divided into two distinct sections by the Bruckner Expressway and a parallel open cut of the Penn Central Railroad. To the west of this 400-foot-wide barrier is a 65-block residential neighborhood. The zoning for this area is R7, a medium-density apartment house district allowing 135 apartments per acre, common to much of the Bronx. Most of the area between Southern Boulevard and the Bruckner Expressway is zoned C8, a zone for automotive and other heavy commercial services. The portion of Southern Boulevard between East 163rd Street and Westchester Avenue is zoned C4, a zone used for active

retail centers outside of central business districts. C1 districts, which allow local shopping and service establishments on the ground floor of residential buildings, are mapped as overlays along major streets west of the expressway.

East of the expressway is the Hunts Point peninsula, a land mass that supports a 20-block residential community surrounded by manufacturing uses. The residential community is located on both sides of Hunts Point Avenue between the expressway and Randall Avenue. It is zoned R6, a district that allows a density of 100 apartments per acre. The section of Hunts Point Avenue running through the residential community is also mapped with a C1 overlay zone for local retail establishments.

Surrounding the residential neighborhood and taking up much of the northeastern portion of the peninsula is an M1 zone, for light manufacturing, with the northernmost end of the peninsula zoned M2, for heavier manufacturing uses. All of the southern part of the peninsula is zoned M3, the zone for the heaviest industrial uses that can generate noise, traffic and pollutants. Much of the M3 land is underutilized, occupied mainly by automobile storage yards.

The Hunts Point peninsula contains the major food distribution center for the New York metropolitan region. The Terminal Produce Market, completed in 1967, and a newly

zoning



C1-4 local retail district



C2-4 local service district

developing Food Distribution Center, are located on a 329-acre site in the northeast portion of the peninsula. They are the best known features of Hunts Point and provide more than 5,000 jobs. Major additions to the Food Center in coming years (a new meat market is scheduled to open this year) will bring the total employment to almost 12,000 workers within the complex.

The older, established industrial area of Hunts Point is southwest of the Terminal Market. There are 11,000 workers here now, and continued growth could increase this total to roughly 16,000 jobs. Thus, over the next 20 years total employment in Hunts Point could reach 28,000 persons, providing greatly increased employment opportunities for residents of the South Bronx.

The seven public elementary and intermediate schools within the planning district are utilized below their capacity, but they are in need of modernization.

There is very little usable park space in the district, and recreational facilities for the young are insufficient. Only two indoor centers have enough staff and equipment to run well-rounded recreational programs -- Casita Maria, Inc. at Simpson and East 163rd Streets and the Police Athletic League Center at East 156th and Fox Streets. One solution to this problem could be the utilization of schools for after-school and evening recreation programs, possibly sponsored by community organizations.

Health care facilities in the district are also inadequate. Residents of the peninsula have difficulty in reaching the existing facilities -- the Neighborhood Family Care Center in Mott Haven, Prospect Hospital and Lincoln Hospital. The new Lincoln Hospital will be even less accessible. The proposed Neighborhood Family Care Center for Longwood would help meet the needs of peninsula residents. Extending the BX 30 bus route into the peninsula, as suggested in the Public Transportation section of this study, would help link residents of the peninsula with health facilities on the other side of the Bruckner Expressway.

neighborhood sub-area



- 1 Longwood-south
- 2 Longwood-north
- 3 Hunts Point-south
- 4 Hunts Point-north
- 5 Hunts Point-east

HOUSING

Almost all of the residential buildings in Hunts Point and Longwood were constructed before 1940. There are four basic building types: multiple dwelling units (constructed since 1929), late new law tenements (constructed 1915-1929), early new law tenements (constructed 1901-1915), and row houses (constructed since 1878).

To reflect distinct differences in building conditions within the district and to group buildings logically for rehabilitation programs, the residential area within the district was divided into five sub-areas.

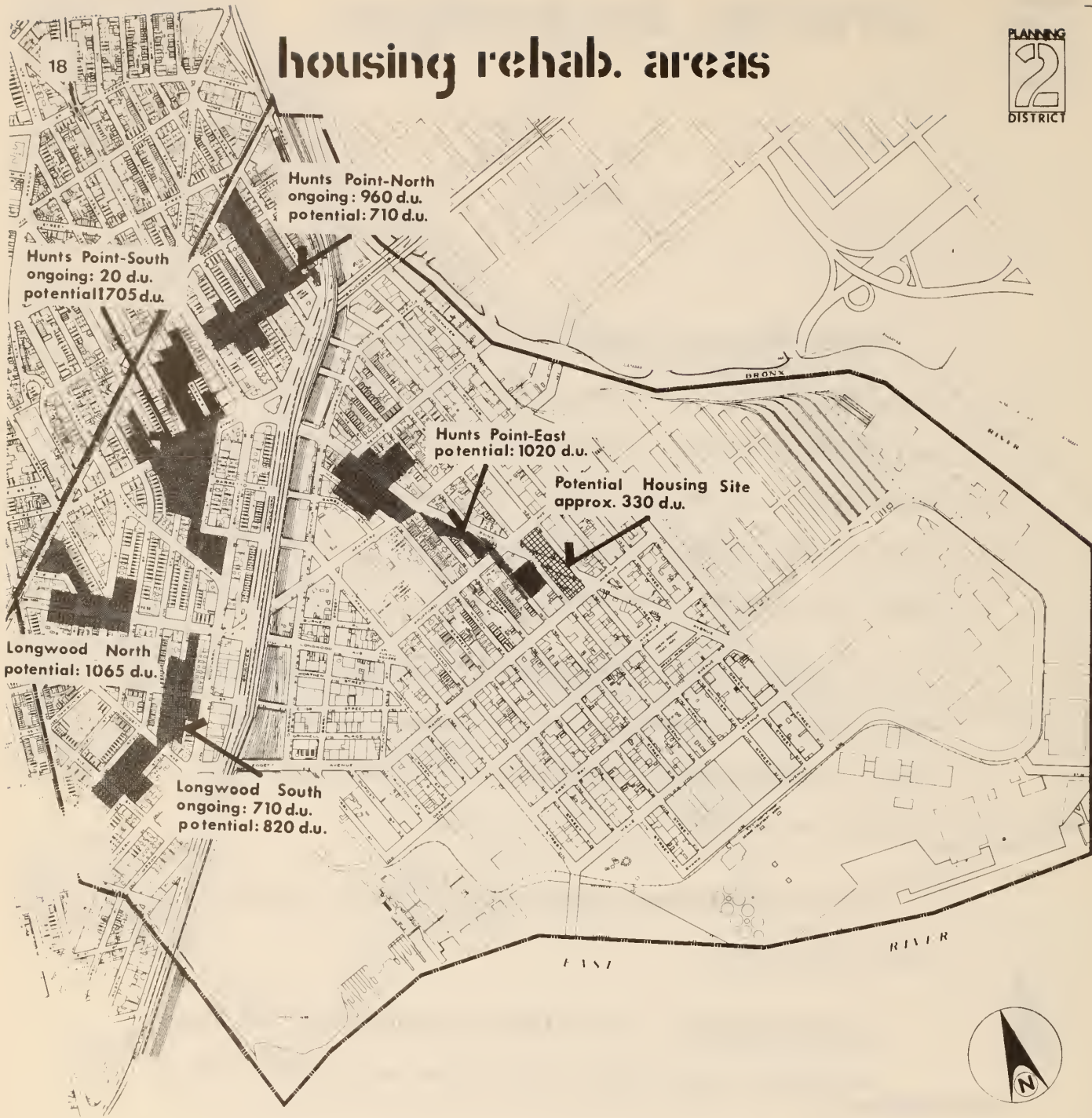
The area west of the expressway was broken down into four neighborhoods:

LONGWOOD SOUTH - the 22-block area south of a line drawn along East 156th Street, Beck Street and Longwood Avenue.

LONGWOOD NORTH - the 15-block area between Intervale Avenue and a line drawn along East 156th Street, Beck Street and Longwood Avenue.

HUNTS POINT SOUTH - the 15-block area between Southern Boulevard and Intervale Avenue.

housing rehab. areas



rehabilitation area
ongoing new construction



HUNTS POINT NORTH - the 12-block area northeast of Southern Boulevard.

The 20-block neighborhood east of the expressway, around Hunts Point Avenue is identified as HUNTS POINT EAST.

Within these five areas there is a very high rate of building deterioration and abandonment, with losses nearing 200 apartments per year. However, an effort has begun to reverse the trend and programs are underway to rehabilitate 1,700 housing units.

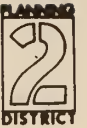
Some 5,300 additional units with rehabilitation potential exist within the district. Funding for such a massive rehabilitation program would be extremely difficult to obtain. However, it is nonetheless important to recognize that this vast potential housing resource exists. Hopefully, private as well as increased public support can be generated for the job to be done. This report is only a modest step in that direction -- but it points the way.

Three levels of priority are suggested for possible rehabilitation within the five sub-areas, with highest priority for areas that need only moderate rehabilitation or have existing rehabilitation projects underway.

Thus, top priority is recommended for rehabilitation in Hunts Point East, Hunts Point North and Longwood South, where

longwood - south

(building condition and renovation potential)



- | | | | |
|--|------------------------|--|--|
| | vac. bldg. unsealed | | good |
| | vac. bldg. sealed | | fair |
| | bldg. to be demolished | | deteriorated |
| | vacant lot | | dilapidated |
| | potential rehab. area | | ongoing rehabilitation or co op conversion |

a moderate amount of funds could go a long way toward strengthening the existing housing stock. Hunts Point North and Longwood South each have a significant amount of ongoing or planned rehabilitation projects and Hunts Point East, which has never received any funds for rehabilitation, has the best building conditions in the district.

Hunts Point South is recommended as a second priority because its buildings are in extremely poor condition and it has little existing rehabilitation activity. Longwood North should be a third priority because it has no existing rehabilitation projects and a major commitment of new money would be required to upgrade the stock.

LONGWOOD SOUTH

Structures in Longwood South are generally in good or fair condition. More than 700 dwelling units are undergoing rehabilitation in the vicinity of Fox Street between Longwood Avenue and Avenue St. John. Another 800 units in the Fox Street area (marked by a dotted line on the map) have been identified for rehabilitation. They should be a high priority target should additional funds become available.

LONGWOOD NORTH

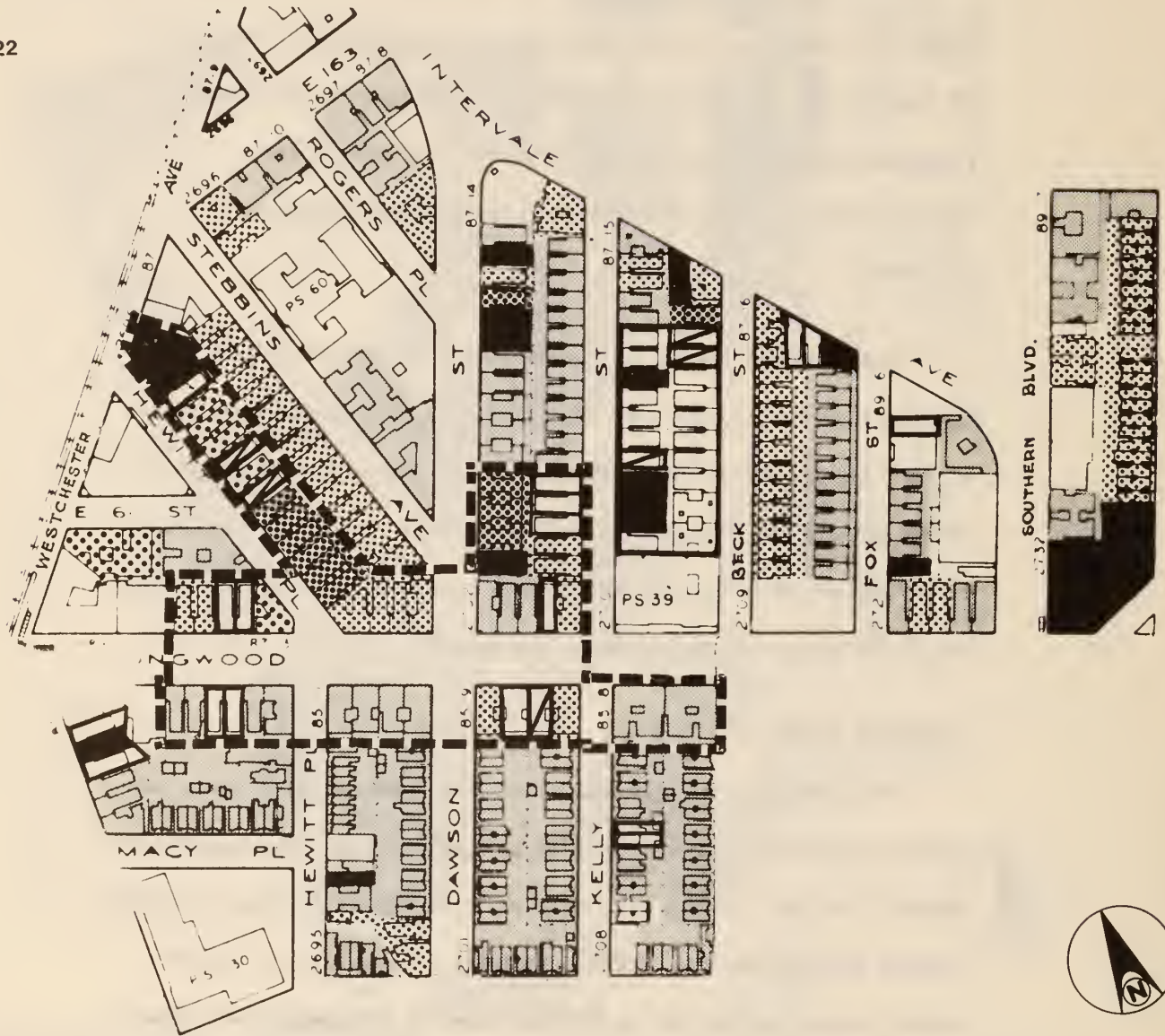
Most structures in Longwood North are in good or fair condition, though generally not quite as good as those in

longwood - north

(building condition and renovation potential)



22



- | | | | |
|---|------------------------|---|--|
|  | vac. bldg. unsealed |  | good |
|  | vac. bldg. sealed |  | fair |
|  | bldg. to be demolished |  | deteriorated |
|  | vacant lot |  | dilapidated |
|  | new housing site |  | ongoing rehabilitation or co-op conversion |
|  | potential rehab. area | | |

Longwood South. Most of the abandoned apartments in this area are located in vacant buildings along Hewitt Place and Longwood Avenue. The dotted line on the map surrounds these and other buildings, containing more than 1,000 units, that have potential for rehabilitation. This area should be a third priority, however, because it has no existing rehabilitation programs and a massive influx of funds would be required to stabilize its housing stock.

HUNTS POINT SOUTH

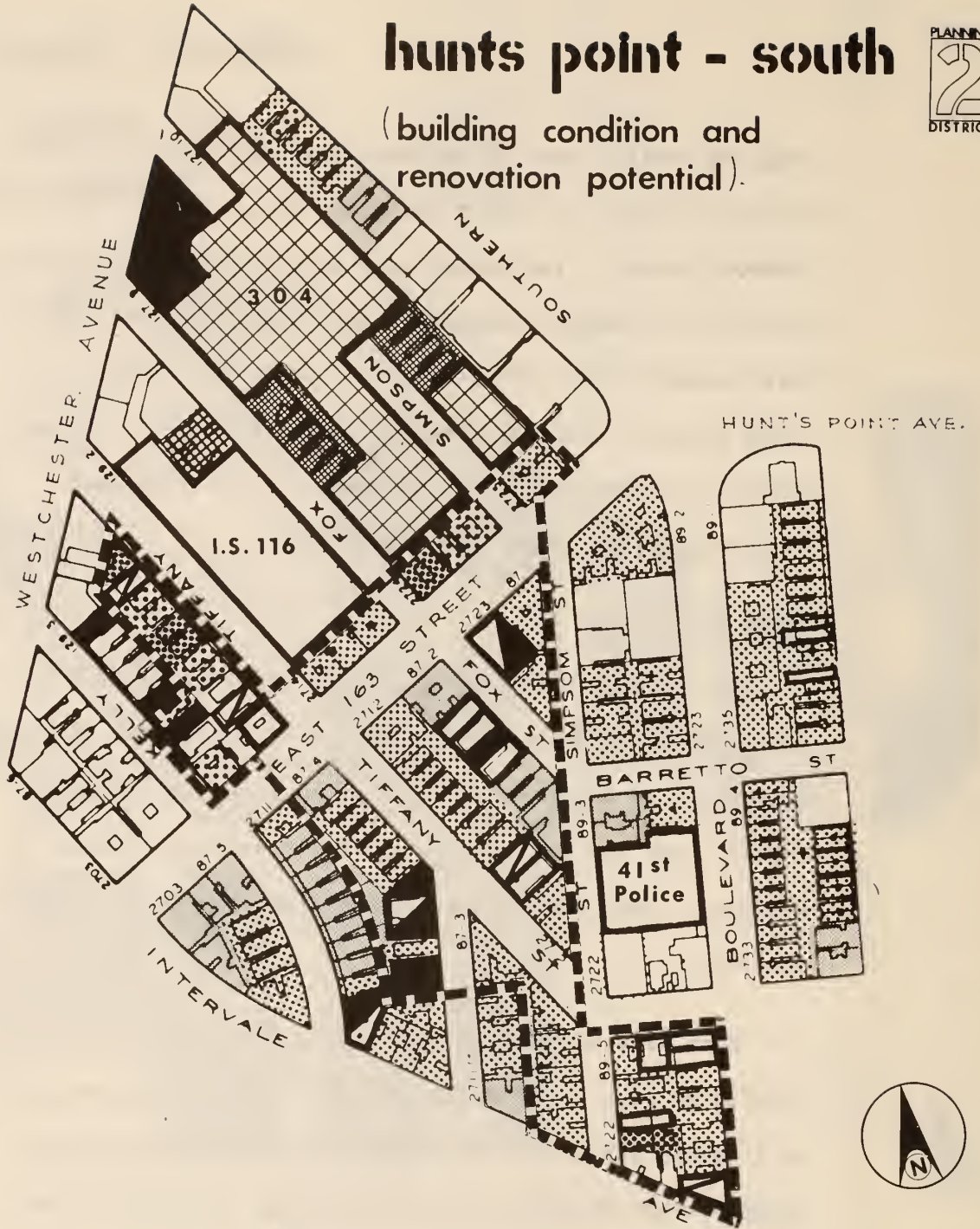
Hunts Point South has the worst building conditions in the planning district, with a negligible number of dwelling units in good condition. The housing stock has decreased rapidly over the last decade and there are many vacant buildings along East 163rd, Fox, Tiffany, Kelly and Simpson Streets.

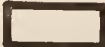
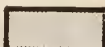




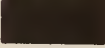

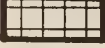


Even here, intensive and broad range rehabilitation could eventually save 1,700 dwelling units. Such an effort should be a second priority. The Federal housing moratorium has stopped rehabilitation and housing plans in the area; only 20 units are underway.

A thorough rehabilitation plan for Hunts Point South would be very costly. It might be more appropriate ultimately to designate the area for urban renewal.

hunts point - south

(building condition and renovation potential).



- | | | | |
|---|------------------------|--|--|
|  | vac. bldg. unsealed |  | good |
|  | vac. bldg. sealed |  | fair |
|  | bldg. to be demolished |  | deteriorated |
|  | vacant lot |  | dilapidated |
|  | new housing site |  | ongoing rehabilitation or co-op conversion |
|  | potential rehab. area. | | |

HUNTS POINT NORTH

Building conditions in Hunts Point North are almost as bad as in Hunts Point South. However, the problem is being attacked in a portion of this area. On Aldus and Bryant Streets, 960 units are being rehabilitated. The rehabilitation of more than 700 other units to reinforce the existing upgrading effort should be a high priority.

HUNTS POINT EAST

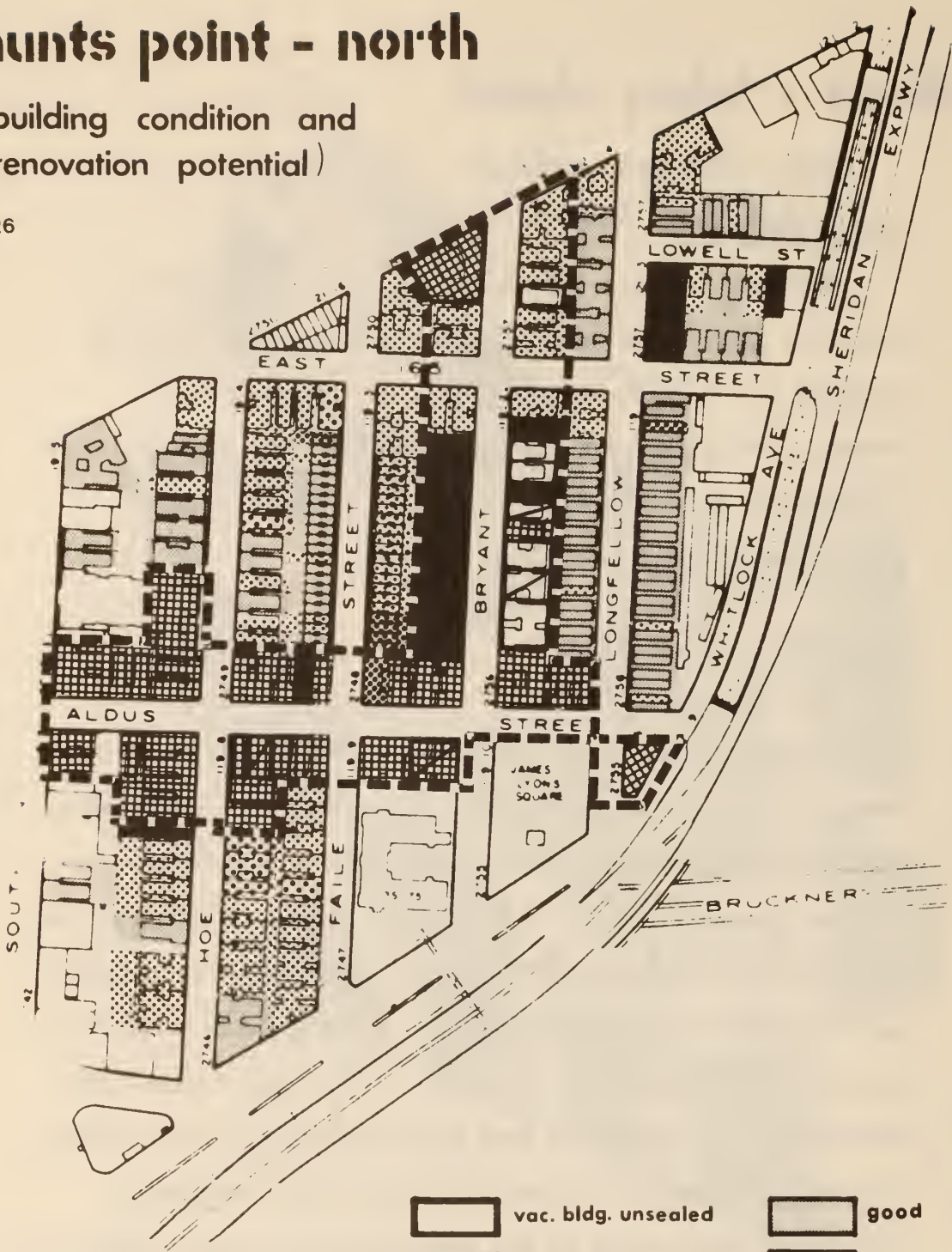
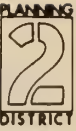
The housing stock in Hunts Point East is generally stable, even though the area never received any rehabilitation funds. However, there are marginal signs of deterioration along Hunts Point Avenue. To combat this, funds could be used from a new program included in the 1974-75 Capital Budget. The budget sets aside \$6 million in line HD-78 for the South Bronx Reclamation and Conservation Program. A portion of these funds could be earmarked for rehabilitation in Hunts Point East. Some 1,000 units have been identified here that have potential for rehabilitation. Preliminary estimates indicate that a reasonable first-year target would be the rehabilitation of approximately 1/3 of these units.

A potential housing site has also been identified further south on Hunts Point Avenue. This opportunity for new housing, which would require rezoning as well as funding, is discussed in the following section.

hunts point - north

(building condition and renovation potential)

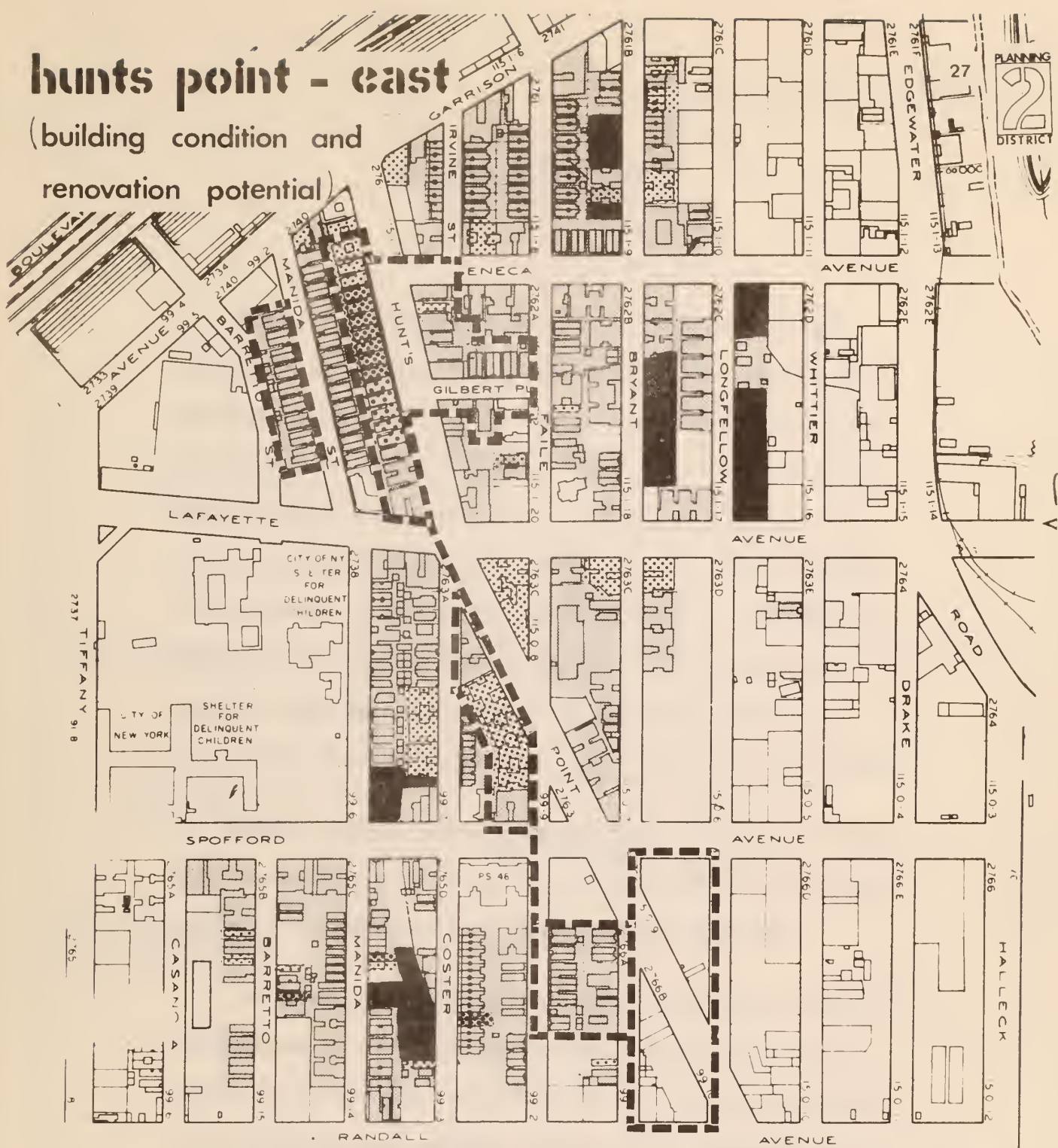
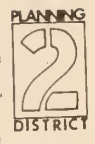
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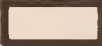




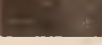

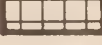




- | | | | |
|--|------------------------|--|--|
| | vac. bldg. unsealed | | good |
| | vac. bldg. sealed | | fair |
| | bldg. to be demolished | | deteriorated |
| | vacant lot | | dilapidated |
| | new housing site | | ongoing rehabilitation or co-op conversion |
| | potential rehab. area | | |

hunts point - east

(building condition and renovation potential)



- | | | | |
|---|------------------------|---|--|
|  | vac. bldg. unsealed |  | good |
|  | vac. bldg. sealed |  | fair |
|  | bldg. to be demolished |  | deteriorated |
|  | vacant lot |  | dilapidated |
|  | new housing site |  | ongoing rehabilitation or co-op conversion |
|  | potential rehab. area | | |

REZONING AND NEW HOUSING

There is a zoning conflict between residential and manufacturing uses on the eastern part of the residential community in the Hunts Point peninsula. Longfellow Avenue, at the eastern boundary of Hunts Point East, is presently zoned M1, even though there are 13 sound residential buildings along the Avenue. These buildings, which contain 315 apartments, exist as non-conforming uses. Intermediate School 74, which will open in the fall, also fronts on Longfellow Avenue, and it required a special permit from the Board of Standards and Appeals to operate in the M1 zone.

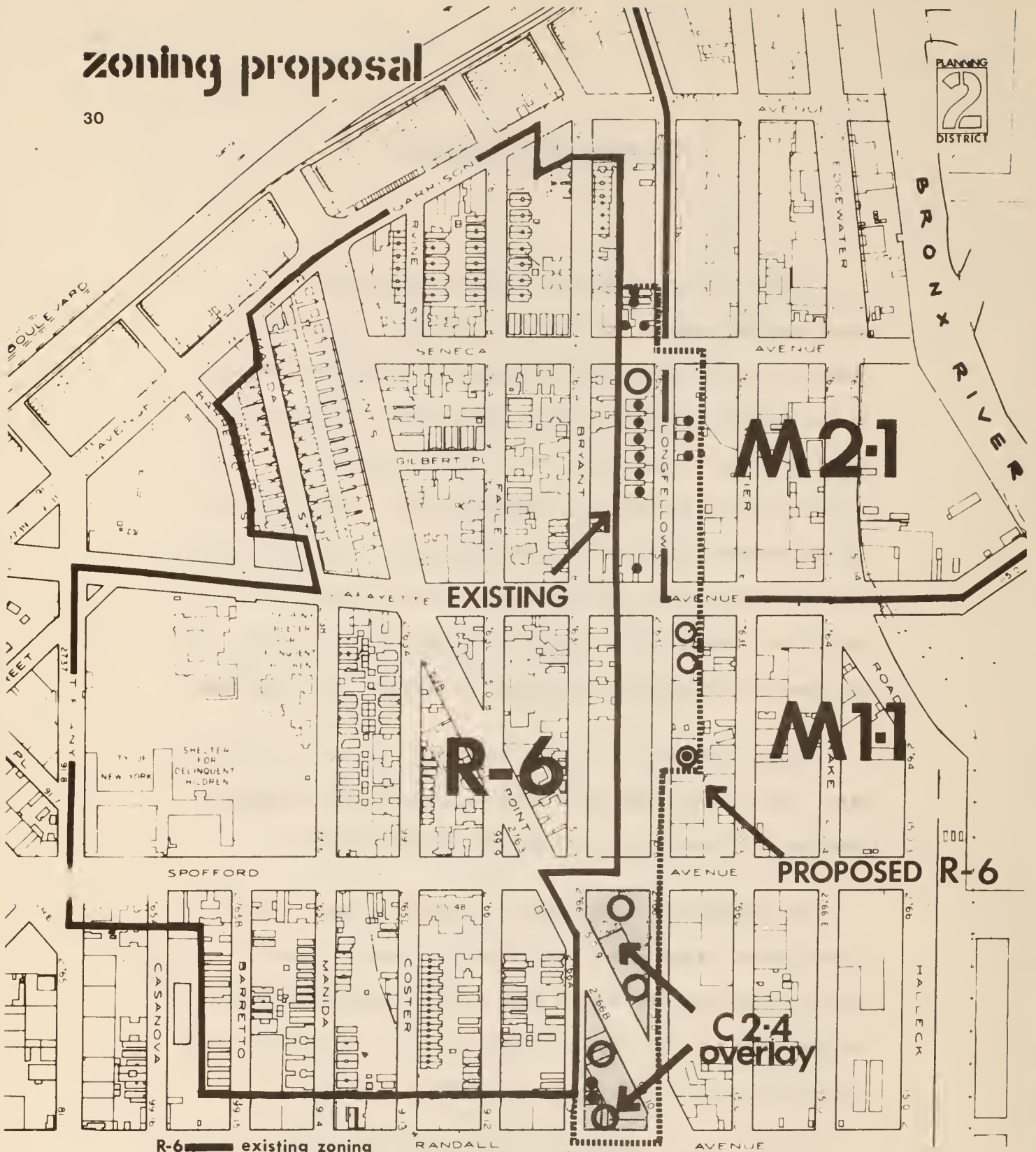
Because the 13 residential buildings are non-conforming uses, their owners are faced with maintenance and financing problems that make upkeep of the buildings difficult.

The residential community of Hunts Point East could be strengthened by extending the eastern boundary of its R6 zoning to include the entire west side of Longfellow Avenue between Garrison and Randall Avenues as well as the east side of Longfellow between Seneca and Spofford Avenues.

The rezoning would make conforming uses of the residential buildings on Longfellow Avenue and allow I.S. 74 to function without a special permit. It would also insure that vacant property on Longfellow Avenue between Seneca and Spofford Avenues would be developed appropriately.

zoning proposal

30



R-6 existing zoning

R-6 proposed zoning

- non-conforming under existing M1-1 and M2-1
- non-conforming under proposed R-6 and C2-4
- non-conforming under existing M1-1 and proposed R-6



In order to reinforce the residential quality of Hunts Point East further, the 3.5-acre site bounded by Randall, Longfellow, Spofford and Bryant Avenues should be included in the rezoning package. The site has long-range potential for housing.

To insure the minimum creation of non-conforming uses, a C2-4 zone could be mapped as an overlay on the R6 zone of the site. Mapping of such a local retail and service zone would protect all but a few of the existing uses on the site.

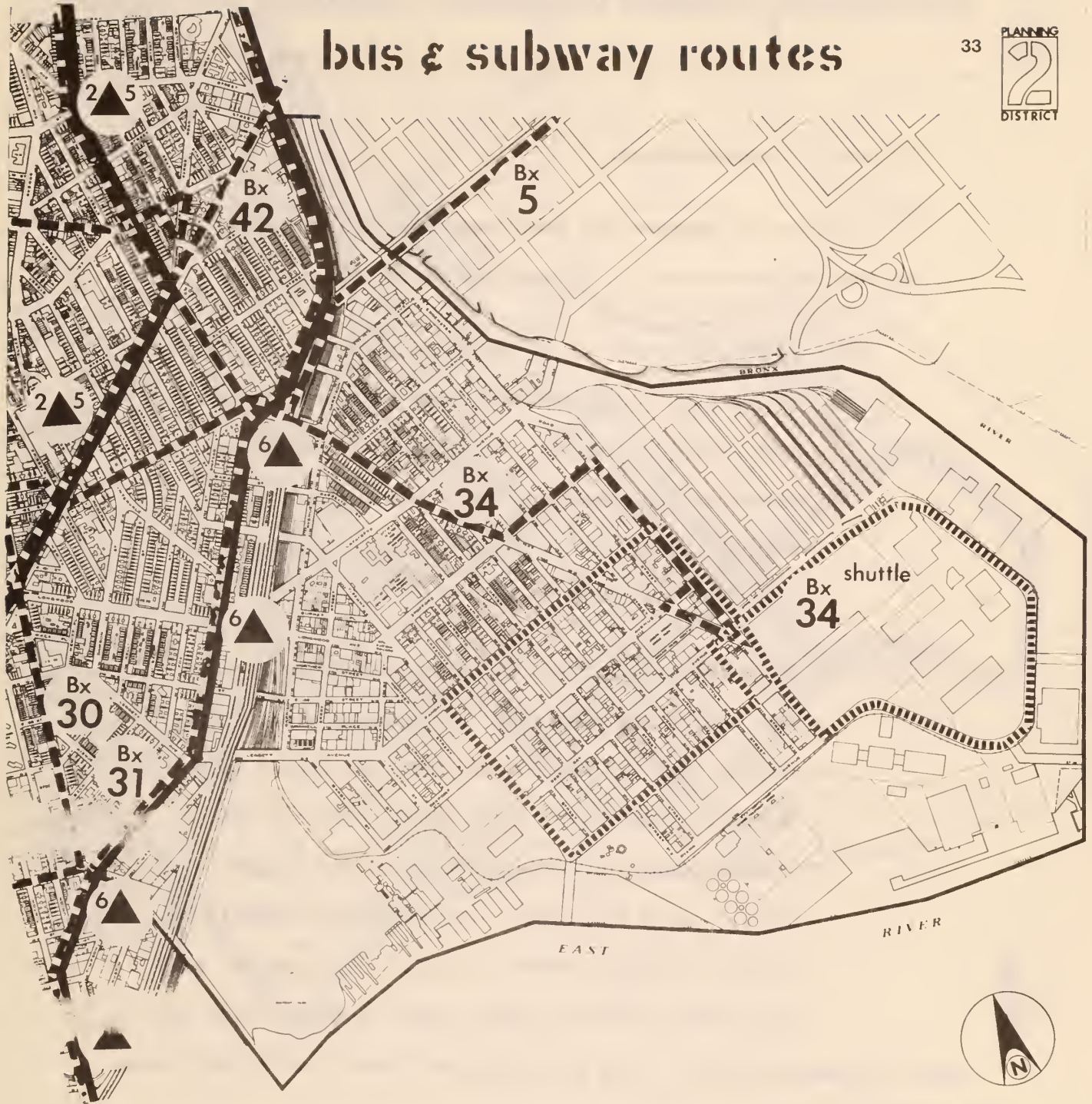
PUBLIC TRANSPORTATION

The public transportation network on the west side of the Bruckner Expressway in planning district #2 is vastly superior to that on the east side of the expressway. Communities west of the expressway are serviced by the #2, #5 and #6 lines of the IRT subway as well as by five bus routes: BX 5, BX 30, BX 31, BX 34 and BX 42.

On the peninsula, there are no subway lines and only one bus route -- BX 34. BX 34 starts at Riverside Drive in Manhattan and runs along East 163rd Street until it crosses the Bruckner Expressway. It then continues along Hunts Point Avenue and Spofford Avenue until Halleck Street, where the route terminates at Hunts Point Avenue. Free transfers are available at two locations from the BX 34 bus to an irregular shuttle service which circles the food market and industrial area of the peninsula.

Residents of the peninsula who wish to go to downtown Manhattan must get off BX 34 somewhere along East 163rd Street and pay an extra fare to get to their destination. Similarly, anyone working in the food center who does not live along the route of the BX 34 bus must pay two fares to get to work. There is no simple way to get from the peninsula to the HUB commercial area or the new Lincoln Hospital on 149th Street

bus & subway routes



— Subway Route

- - - Bus Route

▤▤▤▤ Shuttle

▲ Subway Station

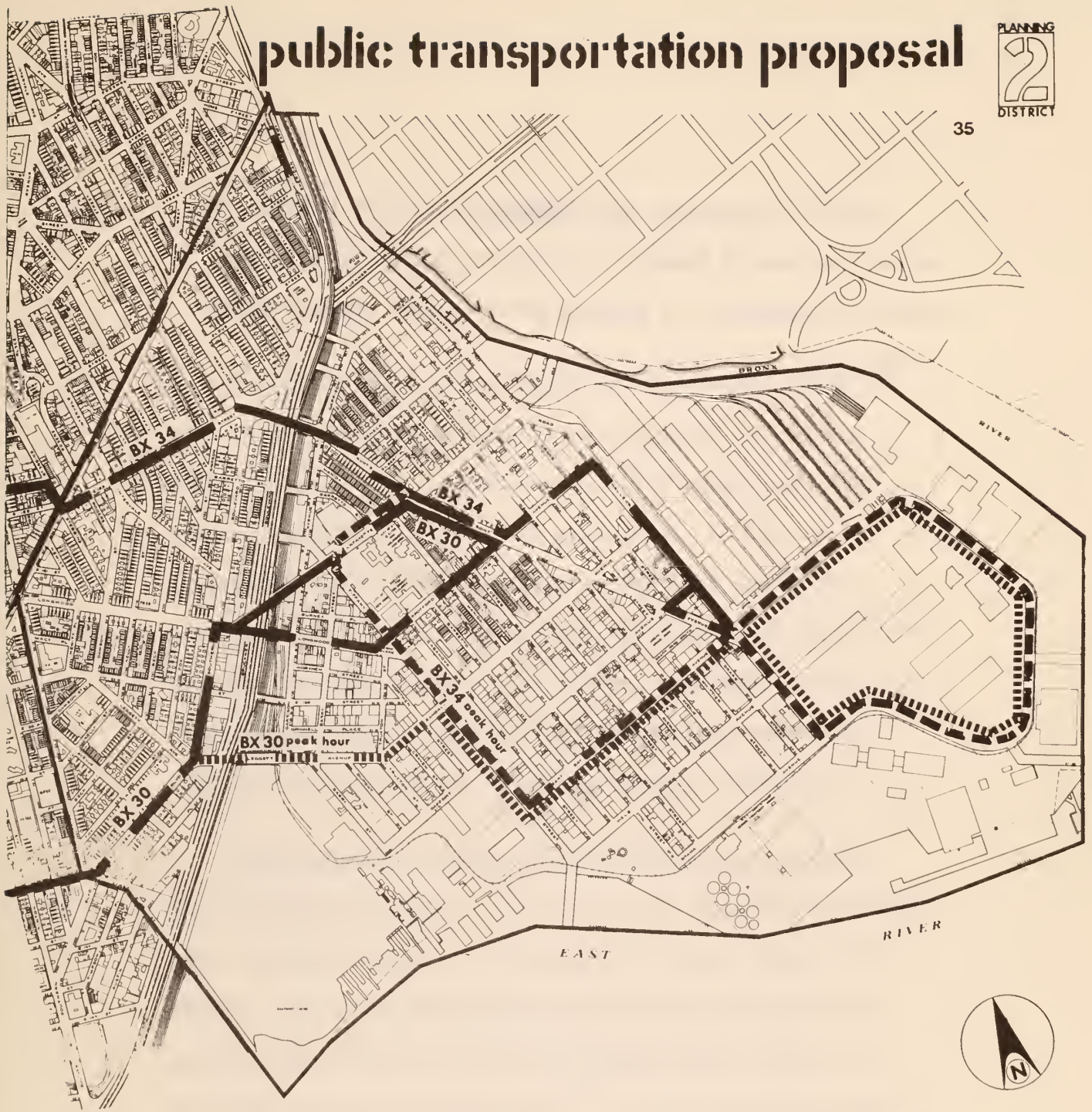
by public transportation.

One way to improve the inadequate public transportation on the peninsula would be to make the following changes:

1. Extend the route of BX 30, which presently terminates at Southern Boulevard and Avenue St. John, to the Hunts Point peninsula. The bus which comes from Manhattan and passes the new Lincoln Hospital and the HUB, could travel along Longwood, Spofford, Hunts Point and Lafayette Avenues.
2. Split routes BX 30 and BX 34 at peak hours so that each would have additional buses going along Tiffany Avenue, East Bay Avenue, and the food center loop. The BX 30 food center route would split off the regular route at Southern Boulevard and Leggett Avenue, going up Leggett Avenue and then Randall Avenue to Tiffany Street. BX 34's food center route would split off the regular route at Hunts Point and Lafayette, going down Lafayette Avenue to Tiffany Street.

Changes such as these could eliminate the need for the shuttle service and provide better and cheaper access to the food center, the HUB, the new Lincoln Hospital and Manhattan for residents of Hunts Point East.

public transportation proposal



- BX 30 & BX 34
- ▨ BX 30 route split
- - - BX 34 route split

Initial discussions have been launched with MABSTOA, the arm of the Transit Authority which runs bus service in the Bronx and Manhattan, to achieve better public transportation in the area.

TRAFFIC

The Hunts Point East residential community, numbering some 15,000 persons, is largely concentrated along Hunts Point Avenue. This, unfortunately, is the major arterial street providing access to the peninsula. It carries a substantial portion of the 8,000 trucks that enter the peninsula daily. Local commercial activities, combined with residential double parking, aggravate conditions. The resulting congestion intensifies the conflict between the residential area and the industrial traffic corridors.

Another problem is the bottleneck that occurs where the at-grade and elevated portions of the Bruckner Expressway meet in the vicinity of the Eastern Boulevard Bridge. The bridge carries the Expressway across the Bronx River just north of Hunts Point, at the interchange point between the Bruckner and Sheridan Expressways. At the time this interchange was constructed, the Sheridan Expressway (elevated in this portion) was expected to carry most of the through traffic serving New England. With plans for completion of the Sheridan tabled, however, the Bruckner Expressway and the Eastern Boulevard Bridge have assumed this load. The capacities of the bridge (a bascule type bridge which opens an average of once a day) and the connecting ramps are

insufficient to meet the demand. This creates a bottleneck in the regional highway network which adversely affects vehicular access to the Hunts Point peninsula.

The Hunts Point peninsula was chosen as one of the pilot projects to be funded by the Urban Mass Transportation Administration of the U.S. Department of Transportation with one-third matching funds contributed by the City of New York.

Out of this project has evolved a plan with short- and long-range components to protect the residential community from heavy volumes of industrial traffic and greatly improve vehicular access to, and circulation within, the industrial portion of the peninsula.

The objective of the short-range plan is to reroute as much traffic as possible to the periphery of the peninsula. Following are the elements of the short-range plan:

1. Garrison, Randall and Leggett Avenues, Halleck and Tiffany Streets and Edgewater Road would be the major truck routes in the peninsula.
2. Preferential left turn indications would be provided on Bruckner Boulevard at Tiffany Street and on Hunts Point Avenue at Garrison Avenue to encourage traffic to bypass the residential portion of Hunts Point Avenue.

3. To facilitate inbound and outbound movement at Edgewater Road, Whittier Street would be made one way inbound, and Edgewater one way outbound.
4. Parking regulations on Hunts Point Avenue, Whittier Street and various other streets in the area would be studied and revised to facilitate a smooth traffic flow.

A permanent, long-range solution to the Hunts Point traffic problem requires improved access to the regional highway system from the food distribution and industrial areas of the peninsula, particularly at the northeast corner of Hunts Point where the Bruckner Expressway is located. Two major long-range proposals are being advanced, both dealing with the same problem:

1. A new Bruckner-Sheridan interchange with a fixed bridge and viaduct directly above or adjacent to the Eastern Boulevard Bridge, with a new local connection. The new interchange would provide direct flow of traffic between the elevated and the at-grade portions of the expressway and free the lower level of the expressway for use by local traffic with signalized entry at Edgewater Road.

2. A new City-built bridge over the Bronx River connecting Halleck Street (Edgewater Road) with Bronx River Avenue, utilizing existing connections to the Bruckner Expressway, would be an acceptable alternative; but option one is clearly preferable.

APPENDICES

Note: The recommendations of this study are based on extensive research completed by the South Bronx Planning Unit. The technical appendices contain supplementary information collected for the study. The facts and data contained in the study are being updated by the Planning Unit, and the updated information is available at the Unit's Office at 2836 Third Avenue at the corner of East 149th Street.

- I. Housing
- II. Schools
- III. Neighborhood Improvements
- IV. Community Related Service Organizations

APPENDIX I - HOUSING

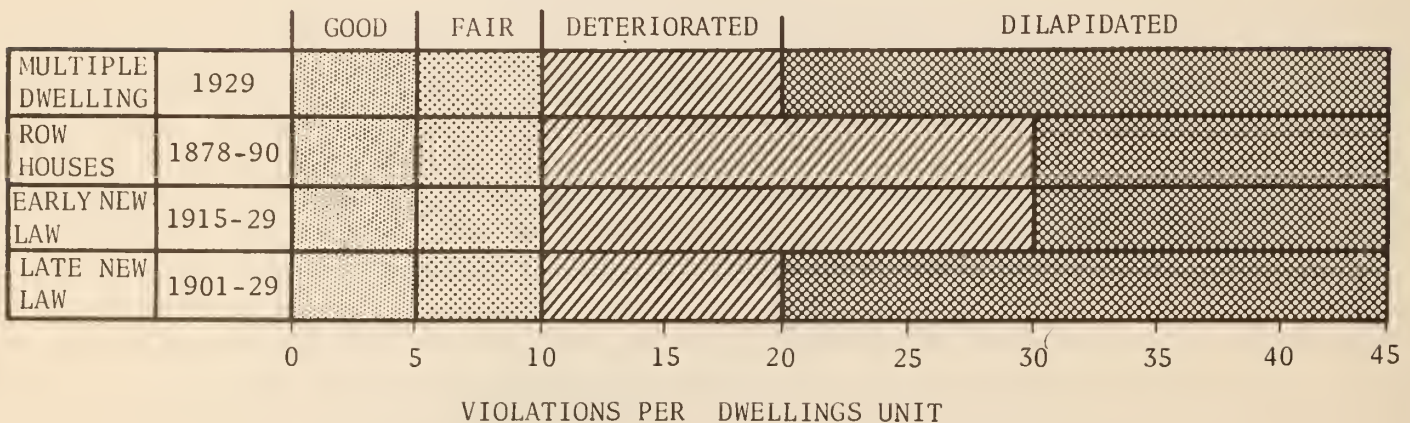
Methodology

Two approaches were taken in the study of the residential buildings in Community Planning District #2. First, a visual survey was made, and the condition of every building was classified as good, fair, deteriorated or dilapidated. Then a sampling of multiple dwelling units, late new law tenements, early new law tenements and row houses was selected, and their records at the Housing and Development Administration were examined for code violations. Deterioration patterns within the district were studied by relating the number of violations (existing as well as corrected) per dwelling unit to the results of the visual study.

Building Analysis - Summary

In all four types of buildings, the structures identified as "good" averaged less than five violations per dwelling unit and those identified as "fair" had between five and 10 violations per unit. In multiple dwellings and early new law structures the division between "deteriorated" and dilapidated" occurred at 20 violations per unit; in row houses and late new law structures this division occurred at 30 violations per unit.

BUILDING CONDITIONS



LONGWOOD SOUTH

Building Analysis

| Building Type | Occupied Buildings | | REHABILITATION POTENTIAL | | |
|--------------------|--------------------|------------|--------------------------|----------|-------------|
| | 1964 | 1974 | Intensive | Moderate | Maintenance |
| Early New Law | 130 | 110 | 17 | 10 | 3 |
| New Law | 20 | 19 | | 3 | 3 |
| Multiple Dwellings | 44 | 40 | 6 | 1 | 5 |
| Row House | <u>186</u> | <u>175</u> | — | — | — |
| TOTAL | 380 | 344 | 23 | 14 | 11 |

Apartment Analysis

| Building Type | Occupied Apartments | | REHABILITATION POTENTIAL | | |
|--------------------|---------------------|------------|--------------------------|----------|-------------|
| | 1964 | 1974 | Intensive | Moderate | Maintenance |
| Early New Law | 2600 | 2200 | 340 | 200 | 60 |
| New Law | 700 | 665 | | 105 | 105 |
| Multiple Dwellings | 2640 | 2400 | 360 | 60 | 300 |
| Row House | <u>558</u> | <u>525</u> | — | — | — |
| TOTAL | 6498 | 5790 | 700 | 365 | 465 |

LONGWOOD NORTH

Building Analysis

| Building Type | Occupied Buildings | | REHABILITATION POTENTIAL | | |
|--------------------|--------------------|-----------|--------------------------|----------|-------------|
| | 1964 | 1974 | Intensive | Moderate | Maintenance |
| Early New Law | 132 | 123 | 19 | 12 | 11 |
| New Law | 12 | 10 | 3 | | |
| Multiple Dwellings | 32 | 29 | | | 2 |
| Row House | <u>26</u> | <u>26</u> | — | — | — |
| TOTAL | 202 | 188 | 22 | 12 | 13 |

Apartment Analysis

| Building Type | Occupied Apartments | | REHABILITATION POTENTIAL | | |
|--------------------|---------------------|-----------|--------------------------|----------|-------------|
| | 1964 | 1974 | Intensive | Moderate | Maintenance |
| Early New Law | 2780 | 2460 | 380 | 240 | 220 |
| New Law | 420 | 350 | 105 | | |
| Multiple Dwellings | 1920 | 1740 | | | 120 |
| Row House | <u>78</u> | <u>78</u> | — | — | — |
| TOTAL | 5198 | 4628 | 485 | 240 | 340 |

HUNTS POINT SOUTH

Building Analysis

| Building Type | Occupied Buildings | | REHABILITATION POTENTIAL | | |
|--------------------|--------------------|-----------|--------------------------|----------|-------------|
| | 1964 | 1974 | Intensive | Moderate | Maintenance |
| Early New Law | 194 | 104 | 7 | 19 | 4 |
| New Law | 6 | 5 | | 3 | |
| Multiple Dwellings | 46 | 39 | 4 | 11 | 2 |
| Row House | <u>15</u> | <u>11</u> | — | — | — |
| TOTAL | 261 | 159 | 11 | 33 | 6 |

Apartment Analysis

| Building Type | Occupied Apartments | | REHABILITATION POTENTIAL | | |
|--------------------|---------------------|-----------|--------------------------|----------|-------------|
| | 1964 | 1974 | Intensive | Moderate | Maintenance |
| Early New Law | 3880 | 2080 | 140 | 380 | 80 |
| New Law | 210 | 175 | | 105 | |
| Multiple Dwellings | 2760 | 2340 | 240 | 660 | 120 |
| Row House | <u>45</u> | <u>33</u> | — | — | — |
| TOTAL | 6895 | 4628 | 380 | 1145 | 200 |

HUNTS POINT NORTH

Building Analysis

| Building Type | Occupied Buildings | | REHABILITATION POTENTIAL | | |
|--------------------|--------------------|------------|--------------------------|----------|-------------|
| | 1964 | 1974 | Intensive | Moderate | Maintenance |
| Early New Law | 99 | 73 | 32 | 10 | 5 |
| New Law | 1 | 1 | 2 | | |
| Multiple Dwellings | 26 | 25 | 5 | 5 | 1 |
| Row House | <u>113</u> | <u>113</u> | — | — | — |
| TOTAL | 239 | 212 | 39 | 15 | 6 |

Apartment Analysis

| Building Type | Occupied Apartments | | REHABILITATION POTENTIAL | | |
|--------------------|---------------------|------------|--------------------------|----------|-------------|
| | 1964 | 1974 | Intensive | Moderate | Maintenance |
| Early New Law | 1980 | 1460 | 640 | 200 | 100 |
| New Law | 35 | 35 | 70 | | |
| Multiple Dwellings | 2160 | 2100 | 300 | 300 | 60 |
| Row House | <u>339</u> | <u>339</u> | — | — | — |
| TOTAL | 4514 | 3934 | 1010 | 500 | 160 |

HUNTS POINT EAST

Building Analysis

| Building Type | Occupied Buildings | | REHABILITATION POTENTIAL | | |
|--------------------|--------------------|------------|--------------------------|----------|-------------|
| | 1964 | 1974 | Intensive | Moderate | Maintenance |
| Early New Law | 29 | 29 | 13 | 3 | 8 |
| New Law | 10 | 10 | | 3 | |
| Multiple Dwellings | 36 | 36 | | | 5 |
| Row House | <u>296</u> | <u>290</u> | <u>3</u> | <u>1</u> | <u>41</u> |
| TOTAL | 371 | 365 | 16 | 7 | 54 |

Apartment Analysis

| Building Type | Occupied Apartments | | REHABILITATION POTENTIAL | | |
|--------------------|---------------------|------------|--------------------------|----------|-------------|
| | 1964 | 1974 | Intensive | Moderate | Maintenance |
| Early New Law | 580 | 580 | 260 | 60 | 160 |
| New Law | 350 | 350 | | 105 | |
| Multiple Dwellings | 2160 | 2160 | | | 300 |
| Row House | <u>882</u> | <u>870</u> | <u>9</u> | <u>3</u> | <u>123</u> |
| TOTAL | 3972 | 3960 | 269 | 168 | 583 |

Utilization of Public Elementary and Intermediate Schools
in the Hunts Point Area, 1973-74

| School | C.P.D. | Grades | C A P A C I T Y (1) | | Enrollment (2) | Underload | Utilization % | |
|------------------------|--------|--------|---------------------|--------------------|----------------|---------------|---------------|----|
| | | | Main Bldg. | Other | | | | |
| P.S. 39 | 2 | PK-6 | 1,453 | 82 ⁽³⁾ | 1,535 | 1,153 | 382 | 75 |
| P.S. 48 | 2 | PK-6 | 1,195 | 735 ⁽⁴⁾ | 1,930 | 1,895 | 35 | 98 |
| P.S. 60 | 2 | K-5 | 1,585 | | 1,585 | 1,100 | 485 | 69 |
| P.S. 62 | 2 | PK-4 | 1,313 | 290 ⁽⁵⁾ | 1,603 | 924 | 679 | 58 |
| P.S. 75 | 2 | K-6 | 1,720 | | 1,720 | 1,348 | 372 | 78 |
| P.S. 130 | 2 | K-5 | 873 | 300 ⁽⁶⁾ | 1,173 | 897 | 276 | 76 |
| P.S. 140 | 3 | PK-6 | 1,088 | 203 ⁽⁷⁾ | 1,291 | 953 | 338 | 74 |
| P.S. 146 | 3 | PK-6 | <u>1,180</u> | | <u>1,180</u> | <u>1,078</u> | <u>102</u> | 91 |
| SUB-TOTAL Elementary | | | 10,407 | 1,610 | 12,017 | 9,348 | 2,669 | 78 |
| I.S. 52 | 2 | 5-8 | 1,369 | | 1,369 | 1,324 | 45 | 97 |
| J.H.S. 120 | 3 | 7-9 | <u>1,248</u> | | <u>1,248</u> | <u>969</u> | <u>279</u> | 78 |
| SUB-TOTAL Intermediate | | | <u>2,617</u> | | <u>2,617</u> | <u>2,293</u> | <u>324</u> | 88 |
| TOTAL | | | <u>13,024</u> | <u>1,610</u> | <u>14,634</u> | <u>11,641</u> | <u>2,993</u> | 80 |

Notes: (1) Includes facilities in use in 1973-74. Capacities based on 1972 ratings. Source: Board of Education
 (2) Total enrollments on registers as of January 1, 1974. Source: Community School District 8.
 (3) P.S. 39 other capacity: Casita Maria leased facility.
 (4) P.S. 48 other capacity: Mini-School (203), Portables (232), Hunts Point E.C.C. #1 (300).
 (5) P.S. 62 other capacity: Portables
 (6) P.S. 130 other capacity: South Bronx E.C.C. #1
 (7) P.S. 140 other capacity: Mini-School.

Existing 1973-74 and Projected 1977-78 Utilization of Public
Elementary and Intermediate Schools in the Hunts Point Area

| | | <u>Capacity</u> | <u>Enrollment</u> | <u>Underload(-)</u> | <u>Utilization</u> |
|------------------------------------|----------------|-----------------|-------------------|---------------------|--------------------|
| 1973-74 EXISTING | | 14,634 | 11,641 | 2,993 | 80% |
| <u>Changes in Capacity 1974-77</u> | | | | | |
| P.S./I.S. 74 | 1,934 | | | | |
| P.S. 146 addition | 252 | | | | |
| P.S. 10 | <u>1,500</u> | | | | |
| Total added | 3,686 | | | | |
| Less: | | | | | |
| P.S. 48 Portable | (-) 232 | | | | |
| P.S. 62 Portable | (-) 290 | | | | |
| P.S. 130 Portable | (-) <u>116</u> | | | | |
| Total Removed (-) | <u>638</u> | | | | |
| Net Change | 3,048 | <u>3,048</u> | | | |
| 1977-78 PROJECTED | | 17,682 | 10,300 | 7,382 | 58% |

Source: 1973-74 Enrollments: Community School District 8.
Projections of 1977-78 Enrollment by Department of City Planning.
Changes in Capacity: Board of Education

APPENDIX III - NEIGHBORHOOD IMPROVEMENTS

| PROJECT | STATUS |
|---|---|
| Model Cities Site 304 -- Simpson Street vest-pocket housing project (650 apartments) | Construction on this Federally funded project will commence when the Federal moratorium is lifted. The site has been acquired and cleared. |
| Model Cities Site 302 -- Southern Boulevard and Longwood Avenue (250 apartments) | The site of this Federally funded project has been acquired and cleared. There are unresolved environmental problems. Project is also affected by the Federal moratorium. |
| I.S. 116 (Tiffany Street and East 163rd Street) | School slated to open fall 1974. |
| I.S. 74 (Longfellow Avenue and Spofford Avenue) | School slated to open fall 1974. |
| P.S. 10 (Longwood Avenue and Kelly Street) | Preliminary design. |
| New 41st Police Precinct station-house (between Fox Street and Southern Boulevard behind St. Athanasius Church) | In design. |
| Hunts Point-Longwood Neighborhood Family Care Center on Prospect Avenue | To be built in conjunction with new housing Project delayed due to Federal moratorium. |
| Hunts Point Food Processing Market | In operation, improvements underway. |
| Sewage Treatment Plant (Southernmost part of Hunts Point Peninsula) | To be completed by 1975 as a secondary sewage treatment facility. |
| Hunts Point area street paving program | In design. |
| High-intensity street lighting | Underway. |
| Second Avenue Subway (parallel to Bruckner Boulevard with stops at East 163rd Street and Longwood Avenue) | In design. |
| Model Cities playlots program | Pending construction. |
| Swimming pool (location undetermined) | The Community Planning Board is in the process of developing a program and identifying a site. |
| James Lyons Park and Drake Park | Preliminary design. |

APPENDIX IV

COMMUNITY RELATED SERVICE ORGANIZATIONS

| Services Provided | Name of Organization | Address |
|------------------------|--|--------------------------|
| Block Association | Block Association of Longfellow Ave. | 1044 Longfellow Ave. |
| | Hunts Point Citizen Action Group | 881 Irving Street |
| | Manida St. Block Association | 858 Manida Street |
| | Trinity Avenue Block Association | 772 Trinity Avenue |
| Day Care | Concerned Family Day Care | 726 Beck Street |
| | Hunts Point Family Day Care | 897 Westchester Ave. |
| | Hunts Point Parent-Child Care | 966 Prospect Ave. |
| Drug Abuse Programs | United Bronx Parent Ambulatory Treatment | 912 Longwood Avenue |
| | Hunts Point Methadone Program | 777 West |
| Economic Development | Hunts Point Community Local Economic Development | 384 E. 149th Street |
| Employment Development | Recruitment and Training Program | 852 Westchester Ave. |
| | Bronx Opportunity Center | 588 Southern Blvd. |
| Health Facilities | Prospect Hospital | 730 Kell |
| | H.R.A. Hunts Point Women's Clinic | 956-58 W |
| Housing Services | Bronx Council on Rent & Housing | 910 Southern Blvd. |
| | Simpson St. Development Association | 977-988 East 163rd St. |
| | Hunts Point Action Housing Center | 699 Beck Street |
| Legal | Legal Aid Association | 1029 East 163rd Street |
| Multi Services | United Bronx Organizations | 928 Southern Blvd. |
| | Hunts Point Community Corporation | 809 Southern Blvd. |
| | Southeast Bronx Orientation Inc. | 878 Tiffany Street |
| | United Bronx Parents | 630 Jackson Ave. |
| | Hunts Point Neighborhood Service Center | 844 Hunts Point Ave. |
| Referrals | Circulo Social Manatieno | 961 Southern Blvd. |
| Senior Citizen Centers | Bronx Nursing Home | 1214 Hoe Avenue |
| | Senior Citizens Program Sociedad Marcicaena | 967 East 156th St. |
| Youth Services | The Center - Community Services | 832 Hunts Point Avenue |
| | Casita Maria | 928 Simpson Street |
| | South Bronx Youth Center | 774-776 Westchester Ave. |
| | Hunts Point Youth and Action | 949 Jennings Street |
| | Sisda Teen Canteen Youth Program | 945 Intervale Ave. |
| | Lynch P.A.L. Center | 954 East 156th Street |
| | Anstem's Head Start | 685 Tuiton Avenue |

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SPECIAL ACKNOWLEDGMENT

The Honorable Father Louis R. Gigante, Councilman
Teresa Morales, Chairman, Community Planning Board #2
Gumersindo Martinez, South Bronx Model Cities Neighborhood Director
Frazier Davidson, South Bronx Model Cities Neighborhood Deputy Director

Typing: Patricia Matthews

